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The China Mail.

ESTABLISHED 1845

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No. 14618.

號五十八年六十百九千壹

HONGKONG, TUESDAY, AUGUST, 15, 1916.

長西次歲年五國民華中

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HONGKONG POLICE RESERVE.

PROCESSIONS CONCERT MEASON.
The following will meet at the Head-
quarters Club, on Thursday, August 16th,
at 5.45 p.m., to discuss the above:-
Chief Inspectors Chingchen, D'Almeida,
J. M. Wong, Staff Inspector McEwen,
the Bandmaster and the Orchestra Con-
ductor, Inspector Wei, Crown Sergeant
Arnold and Ribeiro, and Troopers
Grimble and Ralph.
LECTURES, 8 P.M.
Wednesday, August 10th.—Traffic
Regulation, to be attended by Staff, all
Inspectors and Sergeants, and members
of Mounted and Motor Patrols.
Monday, August 21st.—The duties
of the Water Police and of the Land
Police on the Water Front. To be
attended by all Water Police Patrolmen
(except men on duty). The lecture is
optional for other members of the Force.
MOUNTED POLICE.
Friday, August 18th.—Shirt-sleeve
Drill. All ranks will report to Mr. T.
F. Hough at Stables at 6 p.m. sharp,
except the Sergeant-Major.
F. C. JENSEN.
D.S.P. (B.).

SWEARING BY THE CANDLE.

"EASTERN FASHION."

A quaint scene was witnessed at West
London Police Court recently, when a
prosecutor and a prisoner, neither of
whom could speak English, desired to
take the oath in Eastern fashion by
blowing out a candle.
Mr. De Grey (the magistrate): Good
gracious! Blow out a candle!
The Usher (through the interpreter):
Yes, prosecutor says that's his oath.
Mr. De Grey: Well, let him blow out
a candle, then.
A candle in a gilded candlestick was
produced and lit and blown out by the
prosecutor.
"Take it away," said the magistrate,
sniffing at the odour.
The Usher: But the prisoner wants to
be sworn in the same way.
Mr. De Grey: Oh, very well, leave it.
Let him blow out anything he likes.
In the end the case was dismissed.

THE 'CHINA MAIL'

NOTICE.

Communications relating to news should
be addressed to THE EDITOR.
Correspondents must forward their
names and addresses with any communi-
cation addressed to the Editor, not necessarily
for publication but as evidence of good
faith.
All matter for publication should be
written on one side of the paper only.
Letters relating to business should be
addressed to THE MANAGER.
Rate of subscription to "China Mail" is
\$30 per annum; per quarter and per month
"pro rata".
The "China Mail" is delivered free to
subscribers in Hongkong and Kowloon.
Postage is charged at the rate of fifty
cents per month.
Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
20 cts., per copy.
Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copies twenty
cents each.
Advertisements and notices to Advertisers
on Pages 2, 3, 6, and 7 should
be sent to the Office, No. 8, Wyndham
Street, not later than 11.30 a.m.
Advertisements and notices to Advertisers
on pages 1, 4, 5, 6, and 8 should be
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Advertisements should be sent in
before 9 p.m.
Advertisements and Subscriptions which
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NOTICE.
ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before his intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the hours of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station, between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
6 p.m. daily.

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 3.15 p.m. Every 10 minutes.
3.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
SATURDAY.
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Season and punch tickets available for
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on application at the Company's Office.
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and
THE RAILWAY PASSENGERS
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TOTAL MONIES AT 31st DECEMBER, 1914.
£23,970,367.
I—Authorized Capital £2,000,000
Subscribed Capital £2,500,000
Paid-up Capital £2,437,500
II—Fire Funds £3,827,047
III—Life & Annuity Funds £17,587,590
Sinking Fund Account £23,970,367
Revenue Fire Branch £2,381,456
Life and Annuity £2,141,593
Revenue Marine Department £37,929
Other Receipts £478,940
£23,970,367

The Accumulative Funds of the various
Branches are separately invested and, by
Act of Parliament, are not liable to meet
the claims under the respective Depart-
ments of the Company's Business.
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Hongkong, April 11, 1912.

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AND
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WEST RIVER STEAMERS**

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HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG
TUESDAY, 15th AUGUST.
8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'
10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

WEDNESDAY, 16th AUGUST.
8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'
10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE
S.S. 'TAISHAN' Tons 200. S.S. 'SUI TAI' Tons 185.
HONGKONG TO MACAO.
Week days at 9 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.
SUNDAY, 20th AUGUST

The Company's Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE.
S.S. 'SUI TAI'.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
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S.S. 'SUI TAI', 688 Tons, and S.S. 'HAWKING', 489 Tons.
One of the above Steamships leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong on 'rice' vessels by the Company's direct Steamers 'LINTIAN' and
'SUI TAI'. These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.
Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
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Hongkong, April 1, 1912.

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Medical Magazine, March, 1912

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the colloquial language in three months spent among the people speaking it than he would in three years in a school in England. On the other hand it is claimed that a thorough knowledge of the structure and grammar of a language and an insight into its vocabulary acquired by the student before he has lost the habit and knack of study, which are apt to fall away from him like a mantle when he enters into the practical activities of the world, would facilitate progress beyond the point where unfortunately so many stop at present.

NEWS OF THE DAY.

LOCAL AND GENERAL.

A coolie was crushed to death by a falling crane in the Kowloon dock yesterday.

The typhoon W. of Naha was reported by the Manila Observatory last night to be filling up.

Two Japanese Princes recently made a flight, as passengers, in an aeroplane at the Military aviation ground in Japan.

Lieut. Herbert Such (formerly of W. Hewitt and Co.) and Pte. H. L. Pearce (formerly of the "North China Daily News") were both wounded in the beginning of the Battle of the Somme, but there appears every reason, says our Shanghai contemporary, to expect their safe recovery.

Happy is the lot of the Germans who are so fortunate as to be prisoners in Japan. An Osaka report says that since the opening of the Osaka German prison camp in November, 1914, 114,700 has been sent the 512 prisoners from the Siemens Co., the proprietors of the Deutsch-Asiatische Bank, their families and their friends. The average amount received by each prisoner is ¥285. The approximate amount spent by them since the opening of the war is ¥162,900.

The death occurred yesterday of Mr. Francis X. Vieira Ribeiro, a highly trusted employee of Messrs. Jardine, Matheson and Co. for over 30 years. The funeral took place at St. Michael's Cemetery last evening, being attended by the Hon. Mr. David Landale, Mr. L. N. Leslie, Mr. C. W. Bewick, Mr. McDougall, Mr. Lo Chuen-shui, Dr. Gomes, Mr. H. Gittings, Mr. F. M. Graca, Dr. Orzorio and a large representation of the Portuguese community. Four wreaths were sent from the Ewo Chinese department.

News has reached Shanghai that Capt. A. J. Mackintosh Shaw is reported "missing—believed killed." Capt. Mackintosh Shaw was the son of an Arabesch Shaw of Tokio. He was educated at St. John's College, Oxford, and served through the South Africa War in Strathmore's Horse, which he joined from British Columbia. He joined the Peking Syndicate in 1903, working at Tientsin and Peking, and at the mines at Chiaofoo, Honan, and in Shansi. In 1910 he started as an architect in the firm of Cook & Shaw, remaining in Peking and Tientsin until November, 1914, when he went home on the str. Nubia, and obtained a commission in the 14th Batt. King's Royal Rifles. He trained with this regiment until May 1915, when he was ordered to Gallipoli. He was attached there to the 1st King's Own Scottish Borderers, with whom he went through the Dardanelles campaign, and was transferred with his regiment to France in March 1916.

ST. JOHN AMBULANCE ASSOCIATION.

FIRST AID EXAMINATION.

At an Examination in First Aid held recently, the following Members of the Ambulance Company, Hongkong Police Reserve, were successful:—
A. Third Examination, qualifying for the Medalion.—Wan, Yeh-chung.
B. Second Examination.—Ly Kwun.
C. First Examination.—Chan Kung-choi, Chan Pak-hong, Chan Sing-choi, Chan Tung-ki, Chung Sui-nam, Chan Wan-chi, Fung Tsiu-chung, Fung Chi, Kwok Shing-kin, Lam Chung-to, Leung Yung, Lam Ho-chi, Lau Hong-chun, Lai Shiu-wing, Leung Kam-kong, Leung Kam-tong, Lam King-choi, Leung Kam-hing, So Min, Tam Bin-lam, Tong Yeh-hin, To Yuk-on, Wei Yuen-fat, Wong Yung, Wu Pak-wo, and Yeung Chu-wai.
Dr. G. H. Thomas, M.B., B.S., was the Hon. Lecturer, and Dr. S. F. Lee, M.B., B.Ch. (Edin.), acted as Examiner.

REBELS ON BRITISH FRONTIER.

SUPPOSED ATTEMPT TO LOOT SAM CHUN.

EUROPEAN ENGINEER SHOT.

LUNG'S TROOPS SAVE THE SITUATION.

CHINESE RAILWAY SERVICE SUSPENDED.

For the time being attention is turned from the renewed battle between the rebel troops and the Government for the possession of Canton to the British frontier at Sam Chun, where the presence of hostile troops has put the town in grave danger of attack. For three weeks past there have been conflicts between the Government troops and rebels in the Tung Kun district, the capital of which is Shek Lung, situated 70 miles from Hongkong. The town is held by rebels under a General Tung who is thought to be in the pay of General Li who is, or was, attacking Canton from the north-east. Whatever are the relative positions of Tung and Li it is certain they are in sympathy in demanding the evacuation of Lung from Canton. Shek Lung has been in the possession of the rebels for some weeks and their approach on Canton has been made all the more difficult by the destruction of the railway line running to the provincial capital while Tung has also had his hands fully occupied in dealing with local troubles.

Hitherto Lung had a guard of 100 men at Sam Chun, but a week or so ago they disappeared. Whether they were bought over to Li or not cannot be definitely stated but there is that possibility. It is certain, however, that Sam Chun, which is on the British frontier, was without a guard and at the mercy of rebels holding Shek Lung, and yesterday a band of 100 of these robbers set out to plunder Sam Chun and hold the town. Information of this attempt to loot the town and the inhabitants was transmitted to General Lung who ordered 800 of his men to proceed across country from Nam Tau to resist any attack on Sam Chun and hold the place for the Government at all costs. Lung's men appeared yesterday afternoon in advance of the rebel army and were thus able to thwart the schemes of the looters, who were expected from Pu Kat by train.

The down train which generally arrives in Hongkong about 6 p.m. was held up just beyond Sam Chun by Lung's troops and not allowed to proceed. It was pointed out to them that unless the train was allowed to continue its journey the British authorities would interfere. Lung's troops deprecated any intervention by the British authorities remarking that they did not want to make a row. They would allow the train to proceed on the condition that an engine and a few trucks were left behind. The condition laid down was readily met and the train left for Hongkong. Lung's troops then pulled up the line in order to hamper the movements of the rebel force.

So far there has been no fighting at Sam Chun but the situation has become so acute that hundreds of townsfolk have left Hongkong by train. It is stated that last evening a horde of refugees wall'd over the border and joined the last train at Sheung Shui. The train was crowded and passengers were clinging on to the steps. The last train has been late for some few weeks but last night it was close upon ten o'clock before it arrived at Kowloon.

In view of the danger of battle on the frontier the British railway authority has recalled the station-master at Sam Chun and ordered the removal of all goods and chattels to Lo Wu which is situated well inside the British frontier. To-day Mr. W. G. Clark, Traffic Assistant, went to Sam Chun to supervise the removal work.

The railway services on the Chinese section of the railway has been entirely suspended and tickets are now only issued to stations on the British section. The 8.30 a.m. and 11.45 p.m. expresses from Kowloon and the 12.30 a.m. and 3.20 expresses out of Canton have been withdrawn.

A European named Christiansen, the assistant engineer on the Chinese section of the railway, was wounded by a rifle shot on Sunday. Mr. Christiansen had permits from each party to proceed unmolested but on Sunday while at Nam Kong which is about ten miles from Shek Lung and eighty miles from Hongkong he was accidentally shot in the leg. He was taken to a Hospital at Canton.

THE LATEST NEWS FROM CANTON.

The news from Canton is that General Lung's troops by a strategic move frustrated a plan made by the Kwangsi troops on Sunday night to capture Shek-wei-tong. Lung, getting early information of the design, sent reinforcements in launches from Wong Sha. This movement took place before sunset, and between 10 and 11 p.m. there was a more than usually vigorous bombardment.

The only news of Luk Wing Tung is that he has sent his son from Kweilin to Wehchow with 2,000 troops to escort him down the river to Canton.

Opinions expressed in well-informed circles this afternoon are to the effect that Luk will not proceed to Canton and so discharge Lung. In this event, fighting will continue indefinitely. Lung, it is stated, cannot hold out very much longer. He is coming to the end of his resources, and army pay will soon have to cease. Munitions are also fast dwindling and Lung's resistance can only last a short while longer. His antagonists—both Shum and Li—are stated to have foreign financial reserves to call upon and also large stocks of ammunition. Japan is credited with playing a prominent part in the insurrection. "The only way to put an end to the trouble in Canton," said a prominent Chinese merchant to the China Mail representative this afternoon, "will be for the Central Government to send northern troops to assist Lung. They must do so immediately if they want to keep Canton."

The same authority declares that the whole of the Chinese Press with one exception which is supported by Hongkong merchants, have been bribed by the rebel army to conduct a rigorous campaign against Lung.

Asked regarding the disarming of a Northern warship sent South, he said that Lung did the correct thing in ordering all guns to be taken off the boat before proceeding up the river. The warship was a unit in the command of Admiral Li who had sent the boat South and not the Central Government. There was no guarantee that the boat would refrain from even shelling the headquarters of Lung. "Had that ship gone up the river without being disarmed there would now be no Canton," added the gentleman interviewed.

MISHAP TO THE "JINSEN-MARU."

The s.s. "Jinsen Maru," which sailed hence on the 4th inst. for Calcutta via ports, had the misfortune to break her shaft on Thursday the 10th inst. when 116 miles north-east of Singapore. She arrived at Singapore on Sunday, the 13th inst. towed by the s.s. "Tosa Maru," which had sailed from Singapore on the 10th inst. for Hongkong.

CLOSING SHARE QUOTATIONS.

Banks	140 1/2
Docks	123 1/2
Wharves	123 1/2
Shipping	123 1/2
Ind. & Com.	114 1/2
Gen. Inv.	117 1/2
Comm.	117 1/2
Water Works	117 1/2
Star Ferry	117 1/2
Swire	117 1/2

THE LAW COURTS.

BORROWED MONEY.

SUPPOSED NON-EXISTENT FIRM SUED.

The Sam Chun firm of Kowloon City was defendant in two promissory note actions in the Summary Court this morning.

The plaintiffs were Tung Yuen, 76, Main Street, Kowloon City, represented by Mr. Kong Sing claiming \$332.40 principal and interest due on a note dated 26th day 11th moon, 4th year of the Chinese Republic; and Li Yuen, of 9, Third Lane, Hongkong, represented by Mr. C. F. Mason, of Messrs. D'Almeida and Mason, asking for \$321 principal and interest due on a note dated April 25th, 1914.

Mr. Goldring defended in each case and in a letter to Mr. Kong Sing, a copy of which had been filed, he said the name under which the defendant firm was sued was not the proper name of the firm or the persons sought to be made liable; that the chop upon the documents was not the proper borrowing or money-receiving chop of the firm and that the person fixing such chop had no authority to do so and was not a partner in the firm at the time of the signing. The name of the firm was the Sam Chun Mee Kee and had been known as such for several years. The defendant's appearance in Court amounted to an appearance under protest as plaintiff's had sued a non-existent firm.

CHOLERA AT MACAO.

We are informed that a very bad outbreak of cholera has occurred at Macao. It is stated that over 50 cases a day are occurring and that the majority prove fatal in a very few hours.

The outbreak is attributed to the bad condition of the wells and to the dirty state of the boats conveying water from the island opposite.

Steamers now undergo a medical examination before going along the wharf.

THE SHANGHAI OPIUM SCANDAL.

A Peking telegram to the Wah Tat Yat Po says the Government is silent regarding the Shanghai Opium Case and awaits the result of the inquiry which is to be held into the matter.

Meanwhile the friends of Chang (one of the alleged smugglers) are trying "to save his face." Chang has telegraphed to Peking that Yunnanese, posing as Members of Parliament, brought the opium to Shanghai.

BURGLARS IN KOWLOON.

TWO HOUSES ENTERED AND WATCHES STOLEN.

Burglars have again appeared in Kowloon after an absence of many months. Yesterday afternoon two houses at Anai Villas, Kowloon, were entered and from one Mr. J. W. Beard had a gold watch valued at \$200 stolen; together with a few smaller articles worth \$10; while next door, the residence of Mrs. Summers, a gold watch valued at \$50 was also taken away.

CHOLERA OUTBREAK ON A STEAMER.

There was an outbreak of cholera on the O. S. K. steamer Haveri-mari on her return to Japan recently from Manila. On the 4th inst. it was stated that 21 cases had occurred on the steamer up to that time, seven of which had been diagnosed as genuine Asiatic cholera. As a consequence a warning was issued against "bathing" in the harbour. The first case on the ship occurred the day after her arrival at Yokohama. After leaving Manila the ship had called at Yokohama and Shimada.

THE CHINESE REPUBLIC.

AN INTERVIEW WITH LI YUAN-HUNG.

The special correspondent of The Daily Telegraph at Peking gives the following account of an interview which he had with President Li Yuan-hung on July 1st.

Yesterday I was favoured with the first audience which President Li Yuan-hung has granted to any publicist. He discussed freely and frankly every phase of the situation. The President, who is absolutely simple and unaffected, can be called the apostle of the democratic movement, which is now aiming at consolidating in the body of the Central Government the commonwealth which always has existed among the people. Trained first as a naval officer, then as an army chief, and 50 years old, he realises fully the nature of the task before him, but he believes that if the friendly nations assist no insuperable difficulties exist to wholesome reform. "We in China realise," he said, "that if our case is properly and constantly laid before the world, sympathy will be extended to us above all by the British people, who are such great and faithful international champions of liberty and democracy. A certain interval must necessarily elapse before the reaction of recent years can be expunged, but I am unafraid of the task which I believe can be made fully successful with courage and patience. We need most generous help from the Press, as our object is to prove that civil power and social contracts are not only mightier than the sword, but true bulwarks to all human happiness. With assistance and a good Parliament, we hope to do something creditable. Please convey hence all this for the people abroad."

It would be impolitic on my part, says the London Journal's correspondent, to discuss in any great detail the President's plans, but two things can be stated without indiscretion. First of all, ranks of every kind will be abolished, actual tenure of office being henceforth the sole possible distinction. Secondly, a permanent Presidential mansion will be established in local European building in the central location of Peking. The Imperial Palaces will be closed permanently, or retained solely as national museums, in order completely to expunge the Imperial tradition.

No honest man can contemplate the remarkable spectacle of the vindication of the claims of democracy—so strange a thing to China when everything conspired against it—without emotion. As it does, however, constitute proof that the world forces are becoming as irresistible in Asia as in Europe.

THE STRATEGIC POSITION.

An Unofficial Telegram received on the 23rd ult. by the British Legation at Bangkok contained the following:—

It is the summer of 1813, armies of Europe and powers who had combined to crush the domination of Napoleon were converging on the last armies of the emperor in Saxony. In the autumn the converging armies closed like a vice at Leipzig. That was the end of the great emperor's attempt at "Weltbeherrschung." To-day neutral countries throughout Europe are asking whether the situation is parallel. The Central Powers are held by a continuous line from the North Sea, where the Belgian army holds guard, to the Alps, where the Italians are attacking. The line is continued from here to Salonica by sea, but the grip is not less effective than on land. East of Salonica the Central Powers have a corridor of communication with Asia through Constantinople but this corridor stops short in the plains of Mesopotamia where the English army hold the approach to the sea. The eastern wall of this corridor is formed by the long Russian line beginning in Armenia, which is now wholly Russian since the capture of the last great Turkish fortress, Erzerum. The line continues along Austria-German frontiers to the Baltic. There is only one gap in the line. Rumania holds that gap and at this moment all Europe is asking whether in the coming weeks, when the harvest is got in, Rumania will abandon neutrality and join the Allies.

Meanwhile, East and West, the advance continues. Roussell, held for the moment on the Stockholms River, on the road to Kovel, has turned sharply to the south-west and broken the Austrian line on the road to Lemberg. Still further south, in Galicia, the Russians have overcome the obstacle of the swollen Dniester and have reached the Carpathian ridge. But it is doubtful if they will attempt to force the passes here till the two railway centres to the North, Kovel and Lemberg, are in Russian hands. North of Kovel are marshes where no Russian attack are being made in constant succession over 300 miles of front; so that Hindenburg is obliged to transfer his reserves now here now there. On the Western front, with its far more powerfully fortified positions and of guns, progress is necessarily slow; but the entire German second line on the Somme is now in Franco-British hands and the attack on the third line is now beginning. What Kovel and Lemberg are to the Russians on the East front, Peronne and Bapaume are to the Franco-British on the West. What will come after there, four points have fallen, remains to be seen.

TEETHING CHILDREN.

TEETHING children have more or less diarrhoea which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by its use. Sold by all Chemists and Druggists.

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THE DIARY.

MEMO. FOR TO-DAY.

9.15 p.m.—The Palisade, Kowloon.

MEMO. FOR TO-MORROW.

5.30 p.m.—Auction of Motor Boat "Tin Kan" at Ah King's Slipway.

General Memoranda.

THURSDAY, August 17.—
11 a.m.—Auction of steel and wooden boats ex. s.s. "Chiyo Maru" at Taifoo Dockyard, Quarry Bay.

5.30 p.m.—Auction of Household Furniture, Piano, Gramophones etc. at 27, Conduit Road.

FRIDAY, August 18.—
5.30 p.m.—Auction of Household Furniture, Linen, Carpets etc. at Messrs. Hughes and Hough's.

SATURDAY, August 19.—
11 a.m.—Auction of Pipes, Pumps, Propellers etc. ex. "Chiyo Maru" at Kowloon Godowns.

SUNDAY, August 20.—
9 a.m.—Excursion to Macao by s.s. "Taisan".

MONDAY, August 21.—
3 p.m.—Auction of Crown Land at Public Works Department.
8.15 p.m.—Organ Recital at St. John's Cathedral.

TUESDAY, August 22.—
Hongkong Stock Exchange Settlement Day.

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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

RUSSIA'S GREAT STROKE.

INTERESTING SPECULATIONS.

WILL BOTHMER SAVE HIS RETREATING ARMY?

HALF A MILLION PRISONERS.

LONDON, Aug. 13.

Russia's latest stroke brings the total of the prisoners since General Brussiloff opened his offensive in June to half a million.

The Bavarian General Bothmer's Austro-German army was the only enemy force that stood its ground in June, but the flanking movements of General Sukharoff in the north, and of General Letchinsky in the south, prepared the way for a frontal blow which General Stieberhatcheff delivered most effectively on the 12th inst., smashing the stubborn Bavarian who finally had to retire.

He is now ten miles west of the abandoned positions, fighting a series of rearguard actions to his next line of defence on the Bug. It remains to be seen whether he postponed his retreat too late, as the Russian turning movement is progressing at the confluence of the Zlota Lipa and the Dniester.

PETROGRAD, Aug. 14.

Owing to General Letchinsky turning the Hlitz bridgehead, southward of the Dniester, it is not believed that the enemy can hold the Zlota Lipa line, notwithstanding that he has spent ten months on its defence. The opinion is expressed that the only stand he can make is on the river Glinia Lipa, which is the last serious obstacle south-west of Lemberg, but General Stieberhatcheff is closely pressing Bothmer's centre and may be expected to increasingly disorganise his retreat.

THE BRITISH FRONT.

LONDON, Aug. 14.

General Sir Douglas Haig reports: West of Pozieres the enemy gained a temporary footing in a portion of the trenches we captured yesterday.

We carried out a successful raid south of Ypres.

There has been the usual hostile shelling, particularly at Mametz and Pozieres, also at Arras and north of the Vierstraat-Wytschaete road.

Much successful aerial work was done yesterday in co-operation with the artillery and infantry. There were also bombing raids, including three separate attacks on a hostile aerodrome. One machine is missing.

THE FRENCH FRONT.

LONDON, Aug. 14.

A communiqué states:— There has been a lively cannonade at Maurepas.

We carried portions of trenches south-west of Estrees.

Minor German attacks in the Meuse region were easily repulsed.

PRISONERS IN THE HANDS OF THE GERMANS.

LONDON, Aug. 14.

In the House of Commons Lord Robert Cecil stated that British prisoners had been sent to work in Russian territory occupied by the Germans, and that Germany would not permit the United States Ambassador to visit them.

GERMAN WAR ON COMMERCE.

LONDON, Aug. 13.

The Italian steamer *Nereus* and French and Italian sailing ships have been sunk.

THE BRITISH PARLIAMENT.

PROPOSED EXTENSION OF ITS LIFE.

Mr. Asquith announced in the House of Commons that the Government proposed to extend the life of Parliament until the end of May.

PORTUGAL'S PART IN THE WAR.

AN INTERVIEW WITH THE PRESIDENT OF THE REPUBLIC.

A special correspondent of the *Daily Chronicle* writing from Lisbon last month said:—

In Portugal the President of the Republic does not enjoy very extensive powers. Although at the time there is a question of conferring upon him the right of dissolving the Houses of Parliament, his authority is chiefly moral. He is the spokesman of the country; his role is to advise the Government and the nation in close contact. But just because he is tied to no precise function, he is in a position to exercise a personal pressure that is at once direct and powerful.

Here we have an explanation of the popularity of the actual President, M. Bernardino Machado. A Republican by conviction, with broad and generous ideas, who knows how to urge his point of view upon others, yet without seeming to impose it, he has been able, thanks to the tactful use he has made of his power, to win the esteem and respect of all. Was he not, moreover, one of the principal bringers about of the national renaissance, incarnating in his whole manner of living the very type of those Portuguese revolutionary idealists whose entire life was but a long struggle in the service of one great principle?

Occupant of the Chair of Anthropology at the University of Coimbra, and pre-occupied above all else with questions of public instruction—he is termed by his friends the "educator of the people"—he was, in turn, under the Monarchy, Deputy, Senator, and Minister. But realising that his ideas were bringing him into direct contact with the tendencies of the Monarchical regime, soon gave up playing a part in official politics and joined the group of intellectuals, whose persistent work finally brought about the upheaval of 1910. Returning to public life after the coming in of the Republic, he held the office of President of the Council up to the moment that the European conflagration broke out. At once his line was taken. A great admirer of France and a convinced supporter of the British Alliance, he pronounced for the cause of the Portuguese intervention in the conflict. His enthusiastic declarations of August 4, 1914, and in November of the same year, made a sensation. And, after the coup d'état of May 14, 1915, which overthrew the conservative and constant Germanophile Government of the Prime Minister, Pimenta de Castro, and obliged President Arraiza to resign, he found himself—his friend, the poet and philosopher Guerra Junqueira, standing back to back with the President of the Republic.

His past, the high functions of his office, the preponderant part he had played in late events—all this was bound to give a special value to whatever he had to say. So my first business on reaching Lisbon was to make a request for an audience: it was immediately granted.

MATERIAL AND FINANCIAL HELP. "I betook myself, therefore, to the Presidency. It is at Belmont, on the banks of the Tagus; an old red chateau, surrounded with terraces. My welcome was simple and cordial. Not very tall, with dark, bushy eyebrows, brown, quick eyes, and a smile, he seemed to me to be doing our share for quite a long time now, and have pretty well shown what we intended to do. Not only have we dispatched column after column to Africa, there to co-operate with the Allied troops, but we have also furnished much material of all sorts for everywhere we have been open to the Entente fleets; we have, too, very often supplied those fleets, just as we are supplying Gibraltar. The pecuniary sacrifice for the common cause to which we have consented, but to now are considered, and our army reorganized and reinforced, will come to be demanded of it anywhere!"

I next asked the President for his view of the domestic situation of the country. "In Portugal," he said, and his voice had an accent of absolute conviction, "we have established the truce of parties. One of the three great republican parties has declined to associate itself with the new Governmental combination, but it has promised us its patriotic support. All the Republicans at the present moment are animated with the same confidence and the same hope. For the very life and future of the country are at stake. But we are all of us persuaded in our hearts that will come out of the ordeal regenerated and nobler."

As for the Monarchist danger, it no longer exists. There is no longer a Monarchist party, but only a few isolated individuals, who do not pose as a party, but only for a chance of rallying to the new regime. The people, well, it is with us to a man; and it will be so, the more we give it that education of which hitherto it has been deprived. "The present Government's line of conduct is straightforward and clear. We have just simply gone back to those old traditions of the national life which the Monarchy, in its decadence, had forsaken and disowned—namely, in our foreign relations, our growing alliance with England as the basic principle in domestic politics, Liberalism."

And that is why, fatally and logically, despite all the advantages we might have drawn from good relations with Germany, the rupture was not only inevitable, but necessary!"

RELATIONS WITH SPAIN.

Then suddenly the conversation turned, and we began to talk about Spain and her notion of neutrality, and about Iberian problems generally. "On Spain's side," the President declared, "we have nothing to fear. Our Republican Government and the Liberal policies of Spain pursue parallel lines. The rapprochement between the two countries has just received a new sanction with the arrival in Lisbon of a new Spanish Minister inspired with the best intentions towards us. For it must not be forgotten that at this moment the situation is very different from what it was at the time of the Monarchy, which maintained with the neighbouring Court relations built only upon dynastic interest. Spain has never meddled in our domestic questions as long as we have respected her rights."

THE RUSSIAN ATRIKINS.

A MAN OF CHILDLIKE SIMPLICITY.

Reviewing a book entitled "On the Russian Front," by R. Sphenard Liddell (London: Simpkins, Marshall, 8s. 8d. net), the *Daily Chronicle* says:—

The Russian soldier is still something of a riddle to us, necessarily, for he is far away, and he has, as an American would say, been "raised" under conditions which it is hard for us to imagine. We know of his courage, his endurance, his patience, his simplicity, but we scarcely know how those qualities work out in the living or dying man.

A real value of Mr. Sphenard Liddell's book is that it tells us much, in an intimate way, about the Russian soldier. He has been with the Russians in the field since early in the campaign, and he is observant, sympathetic, interpretative. For the rest, nearly every line of his book, as he says in a matter-of-fact way, has been written, to the company of guns.

GERMAN CASUALTIES.

NEWS FROM ENEMY HIGHER SCHOOL REPORTS.

Interesting light, both upon the question of German casualties, and also upon the statements made from other German sources regarding Russian atrocities in Eastern Prussia, is afforded by a well-informed article, entitled "German secondary school for girls in war time," which appears in the June issue of the "School World," published by Messrs. Macmillan and Co.

The following are extracts:— This article is based upon ninety-nine printed reports from higher schools for girls in German towns throughout the German Empire, with the exception of Bavaria. The reports under consideration deal with the school year ending at Easter 1915.

All German girls' schools under public control have a headmaster, and in every case a large proportion of the staff is recruited from the sterner sex. Hence the outbreak of war affected the staffs in a very serious manner. From the ninety-nine schools under consideration 11 headmasters and 316 masters had joined the colours, of whom 99 had been killed. These figures give a percentage of nearly ten killed, but in January the Prussian Minister of Education, announced to the Diet that 7,000 Prussian masters had been killed, of whom over 1,000 were among the killed. So far as possible vacant places have been filled by appointing substitutes, and where these have not been available, the lessons of absent masters have been divided among the remaining members of the staff, or by putting classes together.

Some of the reports give statistics of the number of fathers and brothers of the girls who were serving in the Kaiser's armies. A few instances will suffice to show how the war affects the German schools in this respect. Hildesheim, Coblenz: 500 girls on the books; 248 fathers and brothers in the field, 10 had been killed. Auguste Victoria school, Treves: 314 girls had 138 fathers and 225 brothers in the field, of whom 38 had fallen. Sophien school, Hanover: 230 girls had either father or brother at the front; 77 had gained the Iron Cross, 21 killed and 25 wounded.

Koenigsstaedtsches Lyzeum, Berlin: 98 fathers and 138 brothers with the colours; in one class of 84 girls, 24 were directly affected by the war. The offenders are Scandinavians, one of the principal timber importers of London told a "Daily Chronicle" representative: "They are shipping large quantities of wood to this country, principally to London, on consignment. It is handled by English transport workers, and when sorted and yarded it is usually sold by auction in small lots. This business yields the foreign ships a very good profit, which at the present time is very considerably more than the profit they secured before the war; but what we complain about is that the proceeds of these sales are remitted abroad, and are not in any way subject to English taxation."

PROFITS WITHOUT TAX.

FOREIGN SHIPPERS' ADVANTAGE OVER BRITISH FIRMS.

There is resentment among timber merchants in this country owing to an anomaly in the import regulations, by which certain foreign shippers are enabled to send timber here and sell it at a considerable profit without in any way being subjected to tax, thus giving them a distinct advantage over British firms.

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This is an anomaly which bears hardly on British importers, and it is one which is especially undesirable at the present time, when dock accommodation is very limited, and the supply of labour also falls short of the requirements of the English importer. I feel sure that if this matter were brought to the notice of Sir Guy Granet, the Controller of Imports, he would probably deal with it to the national benefit."

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NEVER MIND.

There's a little Russian word, "Neechevo," which means "Never mind," "It doesn't matter," "It's nothing," and other similar phrases. Mr. Sphenard Liddell has found that "Neechevo" stands for the spirit of the Russian soldier, for the moral of the splendid army, for the faith of officers and men alike, for the optimism of the whole race.

"Neechevo" is the "Are we down-hearted? No!" of Russia. It is the "Nil desperandum" of the "Never say Die!" It is the unconquerable fighter's reply, as bruised and bleeding, he staggers to his feet in days of peace, I believe the word might hinder a nation's progress but to-day, when Russia is at war, the "Neechevo" of the Russian soldier is "the greatest word in all the land. If that be the conquering, sacrificing spirit of the Russian soldier, what sort of fellow is he to look at, to meet, to come to close quarters with? Mr. Sphenard Liddell tells us:—

"The Russian soldier is good-hearted, large-hearted, simple-hearted. The strongest men in the Russian army are just big boys with the spirit of big children, more often than not with the shyness of awkward scholars. They are as light-hearted as school-boys, too. Nothing seems to damp their spirits. They play, they dance, they sing, they talk about it. They retreat with no outward signs of sorrow; their reverses, one might think, were fitting reasons for much anxiety. Cheerful songs sung loudly but with harmony; men in goods wages playing fiddle, violin, accordion, others sitting at the open, sliding doors, with melodious and plaintive bourne—playing and laughing and singing all the time. There are no signs of sorrow in the Russian soldier's heart as moments of national disaster. The Russian soldier is a child; a child, like, he does not understand. This ignorance—this child-like ignorance—is one of the chief faults of the Russian soldier. The worst is that he is a child," said General Zakharoff.

HEROES AND HERO-WOMEN. But how he can die, gladly, without a murmur, and how he has, in his heroism, peopled the Eastern front with genuine heroes, in imagination, see them dotting the long, far-reaching country-side, so different in aspect from the Western front.

The battlefield is larger, greater, and somehow to me, more impressive. The war here is in a land of wide plains and silver rivers and virgin forests of pine and birch. One runs for many versts without encountering a single house. Rough tracks, made since the war came here, run through the fields and woods.

Is testimony needed to the thick peopling of these war cemeteries, with their simple graves and their "Western" graves, where a score or a hundred men lie together? Mr. Sphenard Liddell gives it briefly, convincingly:—

"In time of war, each Russian regiment is formed of 4,000 soldiers. One Russian regiment after a year of war, had already lost 30,000 men. One man for every 100 men who were sent to the front. I write anything more tragic than that!"

A useful and readable book is this, with the real tang of war in it, and many a sentence that delights like that which describes how "a bitter wind raced down the long street" of some Russian city.

NURSES' "SOLDIER'S" WILL.

LETTER ADMITTED TO PROBATE AS LAST TESTAMENT.

For the first time on record an Army nurse's letter, stating her testamentary wishes was admitted as a soldier's will in the Probate Court, London, recently.

Mr. Justice Baggallay held that a letter, written by the late Miss Ada Stanley, a nurse attached to the Territorial Force Nursing Service, and employed by the War Office on board hospital ships carrying wounded soldiers home to England—to her niece, directing how her property should be dealt with, could be admitted to probate as a soldier's will. The letter was written from a London hotel in October, 1915, while the nurse was on temporary leave.

No witnesses are obligatory for the will of a soldier or sailor on active service.

TOO BUSY.

"If you will insist on dragging me to church," said the head of the family on the way home, "you'll have to take me to some other church. I'll never go to this one again."

"Why not?" asked his wife.

"It was a lovely sermon."

"Maybe it was, but I don't like the ritual—too much standing up and sitting down. I didn't get a wink of sleep on the whole time I was in there."

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New York Times.

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100,000 MILES IN A YACHT.

WONDERFUL ADVENTURES OF THE MANA.

SUBMARINE VOLCANOES AND DESERT ISLANDS.

After a voyage of 100,000 miles, much of it through little-known seas, the 23-ton yacht *Mana*—smaller than the tiny ship in which Drake went on his Transatlantic quest—has arrived safely in an English port. One discovery was that of a gigantic mastrom in the Gulf of Panama.

Belonging to Mr. and Mrs. Scoresby Routledge, the vessel left England over two years ago on a scientific mission to Easter Island. Mrs. Routledge returned some time ago, but Mr. Routledge himself came home entirely by sea. The last stage of the voyage was from San Francisco, which she left five months ago. Together there were 11 persons on board, including two men from Fitzcarrin Island. Mr. Scoresby Routledge, on arrival, gave Reuter's representative some details of the voyage.

"After leaving San Francisco," he said, "we came down the Mexican coast. Two hundred miles from land we came upon three islands, marked as uninhabited, and I decided to land to try and get some meat. Our landing was, however, delayed, as the mouth of the cove was occupied by two whales, who were feeding, and refused to move until the following day.

"On landing we found to our surprise a rough shanty together, with a derelict boat and alongside a rough cross, evidently marking a grave. Near by was a rough inscription with the surprising notice 'Go to the post-office for letters.' Following a rough path I found an empty beer bottle sealed with what looked like blood, and again a notice signed with an English name telling the finder to go to the post-office. In a rift in a cliff we found a sort of cave strewn with old bottles and odds and ends of a camp. Near by was a piece of wood bearing the name *Annie Larsen*, which I learnt from a shipwrecked sailor who was on the yacht was the name of a vessel engaged in blockade-running or contraband. This remote island has been a dumping ground for Mexican revolutionaries."

"The *Mana* was of course entirely off the beaten track. There were no many

To-day's Advertisements

LOST.

A Large Single Stone DIAMOND BROACH.

Reward on returning to Hongkong Hotel.

Hongkong, Aug. 13, 1916.

In the Matter of THE ESTATE of FREDERICK DAY GODDARD late of Hingham Chertland Gardens, Folkestone in the County of Kent, England, Retired Marine Surveyor, deceased.

NOTICE is hereby given that The Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in claims to or against the above estate to the 9th day of September, 1916.

Creditors and Claimants are hereby required to send their claims to the undersigned by the above date.

Dated the 10th day of August, 1916.

JOHNSON, STOKES & MASTER
Solicitors for the Executors
Princes Building,
100 House Street,
Hongkong.

(Continued on page 3)

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	STEAMERS	To SAIL	REMARKS
LONDON via SINGAPORE (SOMALI)	3 p.m.	Direct	
COLOMBO, PENANG, SINGAPORE, PORT SAID & MARSEILLES	15th Aug.	Service.	
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	3 p.m.	Connecting at Colombo with Mail Steamer Noolan.	
SHANGHAI, MOUL KOBE & YOKOHAMA	25th Aug.	Direct	
	27th Aug.	Service	

Wireless on all steamers. Return tickets at a fare and a half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co's Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

4 "CANADA MARU" Capt. T. Suruga. Friday, 18th Aug. at 3 p.m. Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG AND COLOMBO.

"SHINKOKU MARU" Monday, 21st Aug. at 7 a.m.

JAVA LINE. For MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA & MACASSAR.

FORMOSAN LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.

188. "SOSEU MARU" Wednesday, 16th Aug. at 8 a.m.

189. "AMAKUSA MARU" Capt. Konishi. Thursday, 24th Aug. at Noon.

Calling at Tamsui via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:—

H. YAMAUCHI, Manager.

TEL. Nos. 744 & 745. No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th September.	26th August, at 11 a.m.
EASTERN		4th October, at 11 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

All Steamers fitted with Wireless Telegraphy.

No further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed Sailing from Hongkong.

Steamers from Hongkong, on or about: Connecting at Calcutta with On or about:

For Freight and further particulars apply to DODWELL & CO. LTD. Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK.

6.9. BOLTON CASTLE On or about 26th August.

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to DODWELL & CO. LTD. Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about:

S.S. HOKUO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Makassar & Balikpapan. 26th Aug.

S.S. HANRI MARU, For Moji, Kobe & Yokohama. 28th Aug.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW & SINGAPORE	15th Aug.	Direct	
SHANGHAI	17th Aug.	at 4 p.m.	
TIENHSIN	18th Aug.	at 4 p.m.	
SHANGHAI	20th Aug.	Daylight	
HAIPHONG	22nd Aug.	at 10 a.m.	
MANILA, CEBU & ILOILO	23rd Aug.	at 4 p.m.	
DIRECT SAILINGS TO WEST RIVER	Twice Weekly		
S.S. "LINTAN" and S.S. "SANU"			
MANILA LINE	Twin Screw Steamers "Chinua," "Tami," & "Tea"		
Excellent Saloon accommodation, amplitudes, Electric Fans fitted. Extra state-rooms on deck, 4th and 5th.			
SHANGHAI LINE—PASSENGERS, MAILS & CARGO.			
S.S. "Anhui," "Chenai," "Duchow," "Kingschow," "Shantung," and "Sinking," with excellent accommodation, Electric Light and Fans in Saloon, and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.			
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.			

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
HONGHAI & HAIPHONG	LOKSANG	WEDNESDAY, Aug. 16, at 7 a.m.
WEIHAIRUI & TIENHSIN	CHIPSING	THURSDAY, Aug. 17, at Noon.
SINGAPORE, PENANG & CALUTTA	HOPSANG	THURSDAY, Aug. 17, at 3 p.m.
SHANGHAI	KWONGSANG	FRIDAY, Aug. 18, Daylight.
HONGHAI & HAIPHONG	TAKSANG	FRIDAY, Aug. 18, at 7 a.m.
MANILA	YUEKSANG	SATURDAY, Aug. 19, at 3 p.m.
SINGAPORE, PENANG & CALUTTA	KUANGSANG	WEDNESDAY, Aug. 23, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, Aug. 26, at 3 p.m.

THE steamers Katsang, Kwang, Loong & Yookang leave about every 5 weeks, generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Amoy to Hongkong. Time occupied 23 days. This service is supplemented by the Yookang, Kwang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yankeetown, Port, Cheloo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Koda, Labad, Dairu, Singapore, Tawao, Uman, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers leaving the Colony for Straits settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 515.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 515.

R.M.S.P. THE ROYAL MAIL.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

For

STEAMERS

DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 515 Sub. Ex. 12.

BRITISH INDIA S. N. CO. LTD.

A.P.O.A.R. LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "SHIRAZ" 5,300 tons. Departs 2nd Sept. will be dispatched for SHANGHAI, KOBE and MOJI on 10th Sept.

WESTWARD.

The above steamer has excellent saloon accommodation for passengers, and fitted with all modern conveniences and carries a fully qualified surgeon.

For Freight or Passage apply to DAVID SASSOON & Co. LTD.

107/112

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 8 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIBONG	Capt. J. W. Evans	FRIDAY, 18th August at 2 p.m.
HAICHING	Capt. W. C. Passmore	TUESDAY, 22nd August at 2 p.m.
HAITAN	Capt. J. S. Thomson	FRIDAY, 25th August at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to DOUGLAS LAFFRAIK & Co., General Managers.

Telephone No. 36.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tonnage	Speed	Leave Hongkong
HEIKO MARU	22,000-31 knots	Wed. 16th Aug. at Noon.	
SIBERIA MARU	18,000-18 knots	Fri. 18th Sept. (from Nagasaki)	
PERSIA MARU	8,000-14 knots	Thurs. 21st Sept. at 10.30 a.m.	
TENYO MARU	22,000-31 knots	Wed. 4th Oct. at Noon.	
NIPPON MARU	11,000-15 knots	Tues. 17th Oct. at 10.30 a.m.	
DAIKEN MARU	8,000-12 knots		
KWANTO MARU	8,000-12 knots		

1. Proceeding to South American Ports. 2. Proceeding to Manila, Shanghai and Honolulu.

First Class to London. 471-10. Return (6 months) 2192.

New York. 480. 298-10.

San Francisco. 245. 266.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salt Lake, Seattle, Chicago, St. Louis, New Orleans, and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

ANYO MARU. 15,500-15 knots. Tues. 19th Sept. at Noon.

For full particulars as to Passage and Freight apply to K. DOI AGENT.

Telephone No. 201. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN and TENERIFE	1. SATSUKI MARU, Capt. Sato. Tons 18,000.	SUNDAY, 20th Aug. at 11 a.m.
	2. HITACHI MARU, Capt. Tomimaga. Tons 13,500.	THURSDAY, 24th August, at Noon.

VICTORIA, B.C. & SEATON. 1. YOKOHAMA MARU, Capt. Shimoda. Tons 12,500. FRIDAY, 1st Sept. at 4 p.m.

SHANGHAI, MOUL KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA. 2. ISADO MARU, Capt. Asakawa. Tons 12,500. TUESDAY, 15th Sept. at 4 p.m.

SYDNEY and MELBOURNE. 3. WANGO MARU, Capt. Takano. Tons 12,500. TUESDAY, 12th Sept. at 4 p.m.

via MANILA, THURSDAY, 14th Sept. at 4 p.m.

CALCUTTA via SINGAPORE, PENANG & RANGOON. 4. KIRIN MARU, Capt. Sasaki. Tons 8,000. FRIDAY, 18th Aug. at Noon.

BOMBAY via SINGAPORE, RANGOON MARU, Capt. Mori. Tons 9,000. WEDNESDAY, 22nd August, at Noon.

NAGASAKI, KOBE & YOKOHAMA. 5. INRIKO MARU, Capt. Takano. Tons 8,000. SUNDAY, 10th Aug. at Noon.

SHANGHAI KOBE & YOKOHAMA. 6. TOSA MARU, Capt. Sasaki. Tons 10,000. SUNDAY, 20th Aug. at Noon.

SHANGHAI KOBE & YOKOHAMA. 7. KITANO MARU, Capt. Mori. Tons 10,000. FRIDAY, 25th Aug. at 10 a.m.

SHANGHAI MOUL KOBE & YOKOHAMA. 8. FENANG MARU, Capt. Koshimizu. Tons 8,000. FRIDAY, 18th Aug. at Noon.

For Freight and Passage apply to NIPPON YUSEN KAISHA.

Telephone No. 201 & 202.

EASTBOUND NEW YORK LINE.

via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, YOKOHAMA, KOBE, YOKKAICHI, MOUL KOBE, MANILA, SAN FRANCISCO, PANAMA and COLOMBO.

1. S.S. "MAGNET" 10,000 tons. Capt. A. A. Mahan. Tons 14,000. About 1st Sep.

For Freight and Passage apply to NIPPON YUSEN KAISHA.

Telephone No. 201 & 202.

SHIPPING

P. & O. S. N. Co.

STEAM FOR STRAIT, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERANG, COLOMBO, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "KORE" Captain D. Ashbury, carrying "His Majesty's Mails" will be despatched from this port on or about FRIDAY, the 25th August, 1916, taking Passengers and Cargo for the above ports in conjunction with the Company's Steamship "Mokan" from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Stills and Valves, and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo to the "Mokan" for direct delivery to London and other ports. Other Cargo for London etc. will be conveyed via Bombay per "Mokan" due in London about 9th October, 1916.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARR, Acting Superintendent.

Hongkong, Aug. 12, 1916.

NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS AND MANILA.

THE Steamship "SHINYO MARU" The above named Steamer having arrived, Consignees of Cargo are hereby notified to send their Bills of Lading for consignment, and to take immediate delivery of Cargo, transhipment, etc.

Cargo remaining undelivered on FRIDAY, 18th August at Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on 18th August at 5 p.m.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer for Godown. All claims and damaged Cargo will be landed into the Company's Godown, where they will be examined on 17th August at 10 a.m.

No Claims will be recognized if filed after the 30th August 1916.

K. DOI AGENT.

Hongkong, Aug. 9, 1916.

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SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, SEATTLE AND JAPAN.

THE Steamship "Kiyomasa Maru" having arrived from above ports, Consignees of Cargo by bar are hereby informed that all Goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery to the wharves, delivery may be obtained.

Goods not cleared by the 31st August at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 31st August at 9.30 a.m. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, Aug. 14, 1916.

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AGENTS.

LONDON.—WILLIAM BAKER, 45 Great Russell Street, W.C. 1. Agents, 11 & 12 Cannon Lane, Lombard Street, E.C. 4. T. B. BROWN & Co., Ltd., 183, Queen's Road, Victoria, B.C.

CLARK, 305 & 311, Victoria Street, B.C. 6. CHURCH & DWIGHT, 2, St. James's Place, W. 8. GOSWELL & GOSWELL, 15 St. Paul's Church, W. 8. ROBERTSON & CO., 150, Fleet Street, W. C. 2. ROBERTSON & CO., 150, Fleet Street, W. C. 2. ROBERTSON & CO., 150, Fleet Street, W. C. 2.

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